

Design Adjustment Application



**DEVELOPMENT
SERVICES
DEPARTMENT**

The purpose of this request is to seek a Design Adjustment from the Development Services Director, or designee, for a specific project only and, if granted, may be approved with special conditions and provisions. This application and all further action shall be consistent with Section 10.2.18 in the Unified Development Ordinance (UDO). The consideration and decision of this request shall be based solely on the conformance of the findings, as outlined in Sec. 8.3.6, Sec. 8.4.1.E and Sec. 8.5.1.G of the UDO or the Raleigh Street Design Manual.

PROJECT	Project Name Brier Creek / Aviation Parkway South - Preliminary Subdivision		
	Case Number S-13-18		
	Transaction Number #549097		
OWNER	Name Tim Dockery (CIP Brier Creek LLC)		
	Address 111 E. Hargett Street		City Raleigh
	State NC	Zip Code 27601	Phone 336-678-4125
CONTACT	Name Richard Brown, PLA		Firm Kimley-Horn
	Address 421 Fayetteville St		City Raleigh
	State NC	Zip Code 27601	Phone 919-653-2976
REQUEST	I am seeking a Design Adjustment from the requirements set forth in the following:		
	<input checked="" type="checkbox"/> UDO Art. 8.3 Blocks, Lots, Access	- See page 2 for findings	
	<input checked="" type="checkbox"/> UDO Art. 8.4 New Streets	- See page 3 for findings	
	<input checked="" type="checkbox"/> UDO Art. 8.5 Existing Streets	- See page 4 for findings	
	<input checked="" type="checkbox"/> Raleigh Street Design Manual	- See page 5 for findings	
	Provide details about the request; (please attach a memorandum if additional space is needed): (SEE ATTACHED MEMORANDUM FOR MULTIPLE DESIGN ADJUSTMENT REQUESTS)		

It is the responsibility of the applicant to provide all pertinent information needed for the consideration of this request. Applicant must be the Property Owner.

By signing this document, I hereby acknowledge the information on this application is, to my knowledge accurate.

Owner/Owner's Representative Signature

Date

CHECKLIST	
Signed Design Adjustment Application	<input checked="" type="checkbox"/> Included
Page(s) addressing required findings	<input checked="" type="checkbox"/> Included
Plan(s) and support documentation	<input checked="" type="checkbox"/> Included
Notary page (page 6) filled out; Must be signed by property owner	<input checked="" type="checkbox"/> Included
First Class stamped and addressed envelopes with completed notification letter	<input checked="" type="checkbox"/> Included

Submit all documentation, with the exception of the required addressed envelopes and letters to designadjustments@raleighnc.gov.

Deliver the addressed envelopes and letters to:
Development Services, Development Engineering
One Exchange Plaza, Suite 500
Raleigh NC, 27601

For Office Use Only	RECEIVED DATE:	DA -	-
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Article 8.3, Blocks, Lots, Access

Administrative Design Adjustment Findings



DEVELOPMENT
SERVICES
DEPARTMENT

The Development Services Director may in accordance with *Sec. 10.2.18*. approve a design adjustment, subject to all of the following findings. Describe how each item is met:

- A. The requested design adjustment meets the intent of this Article;
The applicant believes that the intent of Article 8.3 is being met.
- B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;
The applicant believes that the design adjustment conforms to the Comprehensive plan and relevant policy documents.
- C. The requested design adjustment does not increase congestion or compromise Safety;
The requested design adjustment does not increase congestion or compromise safety.
- D. The requested design adjustment does not create any lots without direct street Frontage;
The requested design adjustment does not create lots w/o direct street frontage. See Subdivision Plan (attached).
- E. The requested design adjustment is deemed reasonable due to one or more of the following:
1. Topographic changes are too steep;
 2. The presence of existing buildings, stream and other natural features;
 3. Site layout of developed properties;
 4. Adjoining uses or their vehicles are incompatible;
 5. Strict compliance would pose a safety hazard; or
 6. Does not conflict with an approved or built roadway construction project
 7. adjacent to or in the vicinity of the site.

See memorandum attached

Article 8.4, New Streets

Administrative Design Adjustment Findings



DEVELOPMENT SERVICES DEPARTMENT

The Development Services Director may in accordance with *Sec. 10.2.18*, approve a design adjustment, subject to all of the following findings. Describe how each item is met:

- A. The requested design adjustment meets the intent of this Article;

The applicant believes that the intent of Article 8.4 is being met.

- B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;

The applicant believes that the design adjustment conforms to the Comprehensive plan and relevant adopted city plans.

- C. The requested design adjustment does not increase congestion or compromise safety;

The design adjustment does not increase congestion or compromise safety.

- D. The requested design adjustment does not create additional maintenance responsibilities for the City;

The requested design adjustment does not create additional maintenance responsibilities for the city.

- E. The requested design adjustment has been designed and certified by a Professional Engineer; and

The requested design adjustment has been designed and certified by a professional engineer.

- F. The requested design adjustment shall address Stormwater collection and conveyance and not adversely impact Stormwater collection.

The requested design adjustment addresses stormwater collection and conveyance and does not adversely impact stormwater collection. Refer to attached plans.

Article 8.5 Existing Streets

Administrative Design Adjustment Findings



DEVELOPMENT
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The Development Services Director may in accordance with *Sec. 10.2.18*, approve a design adjustment, subject to all of the following findings. Describe how each item is met:

- A. The requested design adjustment meets the intent of this Article;

The applicant believes that the intent of Article 8.5 is being met.

- B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;

The applicant believes that the design adjustment conforms to the Comprehensive plan and relevant policy documents.

- C. The requested design adjustment does not increase congestion or compromise safety;

The design adjustment does not increase congestion or compromise safety.

- D. The requested design adjustment does not create additional maintenance responsibilities for the City; and

The requested design adjustment does not create additional maintenance responsibilities for the city.

- E. The requested design adjustment has been designed and certified by a Professional Engineer.

The requested design adjustment has been designed and certified by a professional engineer.

Raleigh Street Design Manual

Administrative Design Adjustment Findings



DEVELOPMENT
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The Development Services Director may in accordance with *Sec. 10.2.18*, approve a design adjustment, subject to all of the following findings. Describe how each item is met:

- A. The requested design adjustment meets the intent of the Raleigh Street Design Manual;
The applicant believes that the intent of the applicable portions of the Raleigh Street Design manual is being met.
- B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;
The applicant believes that the design adjustment conforms to the Comprehensive plan and relevant adopted city plans.
- C. The requested design adjustment does not increase congestion or compromise safety;
The design adjustment does not increase congestion or compromise safety.
- D. The requested design adjustment does not create additional maintenance responsibilities for the City; and
The requested design adjustment does not create additional maintenance responsibilities for the city.
- E. The requested design adjustment has been designed and certified by a Professional Engineer.
The requested design adjustment has been designed and certified by a professional engineer.

Individual Acknowledgement



DEVELOPMENT
SERVICES
DEPARTMENT

STATE OF NORTH CAROLINA

INDIVIDUAL

COUNTY OF Wake

I, Tracie L. Jacobs, a Notary Public do hereby certify that
Richard L. Brown personally appeared before me this day and
acknowledged the due execution of the forgoing instrument.

This the 23rd day of August, 2018.

(SEAL)



Notary Public

Tracie L. Jacobs

My Commission Expires

11. 2020



MEMORANDUM

To: City of Raleigh Public Works Director

From: Richard Brown, PLA, Kimley-Horn

Date: 8/23/2018

**Subject: Design Adjustment Requests
Brier Creek / Aviation Parkway Subdivision (S-13-18; Transaction # 549097)**

General: The applicant is requesting multiple design adjustments associated with the above referenced Subdivision Application. The requests are the result of constraints on the subject property as well as coordination with Transportation staff over the course of the subdivision review.

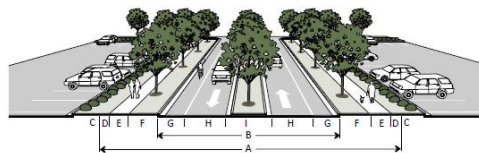
Request #1 – Utility Placement Easement (Globe Rd and Proposed New Street)

- Article 8.5 requires a 5' utility placement easement along the public street frontages. The design adjustment request applies to Confluence Way (new street) and Globe Rd. frontage.
- Along the Globe Rd. frontage, west of the Aviation Pkwy extension, there is an existing overhead power easement in which future utilities can be placed. Additionally, along the frontage east of Aviation Pkwy., there is 8.5' between the back of sidewalk and the right of way line where future utilities may be placed.
- Confluence Way is proposed as a new street. The right of way line for this street is also the existing eastern property boundary; therefore, there is no land area within the control of this applicant where the easement can be placed. Thus, the utility (if required) is proposed to be within the new right of way.
- The applicant believes that the intent of Article 8.5 is being met.
- The applicant believes that the design adjustment conforms to the Comprehensive plan and relevant policy documents.
- The design adjustment does not increase congestion or compromise safety.
- The design adjustment does not create any lots without direct street frontage.
- The requested design adjustment is hereby certified by a professional engineer.

Request #2 – Right of Way/Streetscape Dimensions for new public street (Confluence Way)

- Article 8.4.5 specifies a dimensional criteria for Avenue 2-lane divided street. The design adjustment request applies to Confluence Drive (new street) and specifically to the proposed alternate dimensional criteria (excerpt below).

B. Avenue 2-Lane, Divided



Width	
A Right-of-way width	
With center turn lane	75'
With median	79'
B Back-of-curb to back-of-curb	
With center turn lane	48'
With median	52'
Streetscape	
C Utility placement, easement (min)	5'
D Maintenance strip (min)	2'
E Sidewalk (min)	6'
F Planting area (min)	6'
Travelway	
G Bike lane	7'
H Travel lane	11'
I Center lane	
Striped turn lane	11'
Median	15'
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg

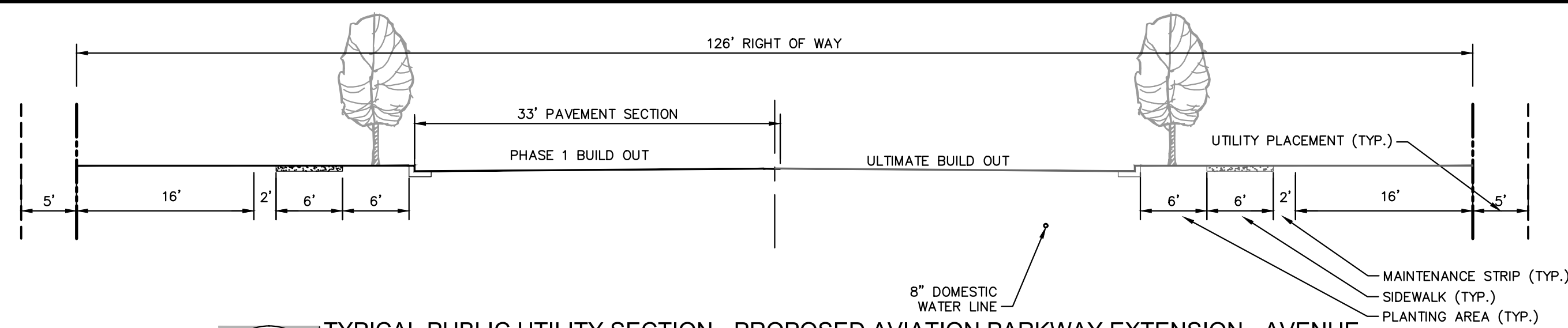
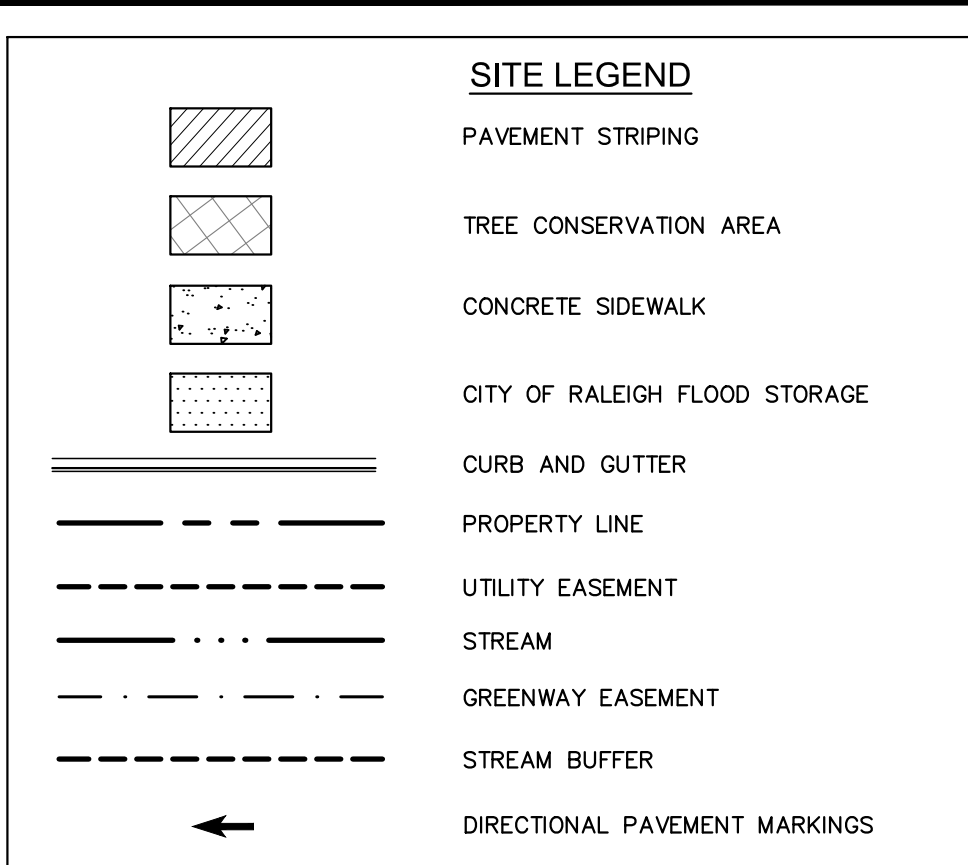
- Confluence Way is proposed as a new street with center turn lane. The proposed right of way width for this street (81') exceeds the 79' requirement. This is proposed in order to avoid a non-conforming lot between the r/w and the adjoining residential lots to the east and to allow grading tie-outs within the proposed r/w.
- The 48' b-b road width as well as all other dimensional criteria is provided.
- The applicant believes that the intent of Article 8.4 is being met.
- The applicant believes that the design adjustment conforms to the Comprehensive plan and relevant adopted city plans.
- The design adjustment does not increase congestion or compromise safety.
- The design adjustment does not create any lots without direct street frontage.
- The requested design adjustment does not create additional maintenance responsibilities for the city.
- The requested design adjustment has been designed and certified by a professional engineer.
- The requested design adjustment addresses stormwater collection and conveyance and does not adversely impact stormwater collection. Refer to attached plans.

Request #3 – Minimum Centerline Radius for Avenue 2-lane divided public street

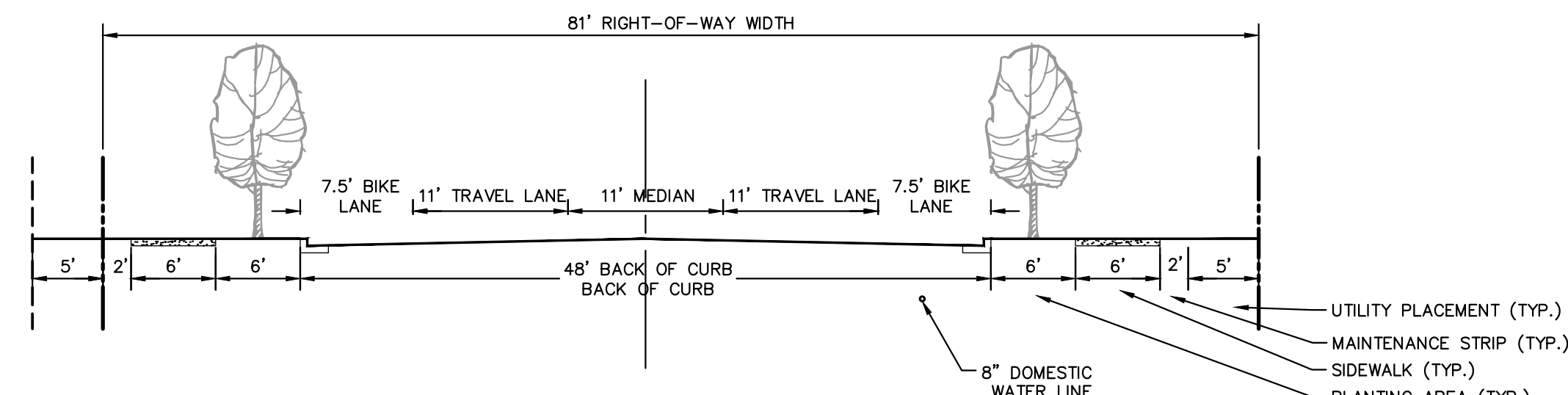
The Raleigh Streets Manual specifies a minimum center line radius of 375' for an Avenue 2-lane divided street. The design adjustment request applies to Confluence Drive (new street) and specifically to the proposed alternate centerline radius of 91.5'.

- Confluence Way is a short street connection from Globe Rd. to Aviation Pkwy extension and is required to cross the existing stream within a relatively short distance. There are also several environmental stream and buffer impact controls (by the ACOE) dictating the alignment of the stream crossing and intersection with Aviation Pkwy extension.
- Based on multiple discussions with city transportation, it is understood that the property is physically constrained and unable to meet the specified 375' minimum radius.
- Furthermore, the street is designated as part of a future “square loop” interchange with a stop condition at both Aviation and Globe, and therefore may not need to function horizontally as a true 2-lane divided street. Volumes and speed should be fairly low on this segment of street.
- The applicant, the city transportation staff and the ACOE have reviewed and concurred with this alignment.
- The applicant believes that the design adjustment conforms to the Comprehensive plan and relevant adopted city plans.
- The design adjustment does not increase congestion or compromise safety.
- The design adjustment does not create any lots without direct street frontage.
- The requested design adjustment does not create additional maintenance responsibilities for the city.
- The requested design adjustment has been designed and certified by a professional engineer.
- The requested design adjustment addresses stormwater collection and conveyance and does not adversely impact stormwater collection. Refer to attached plans.

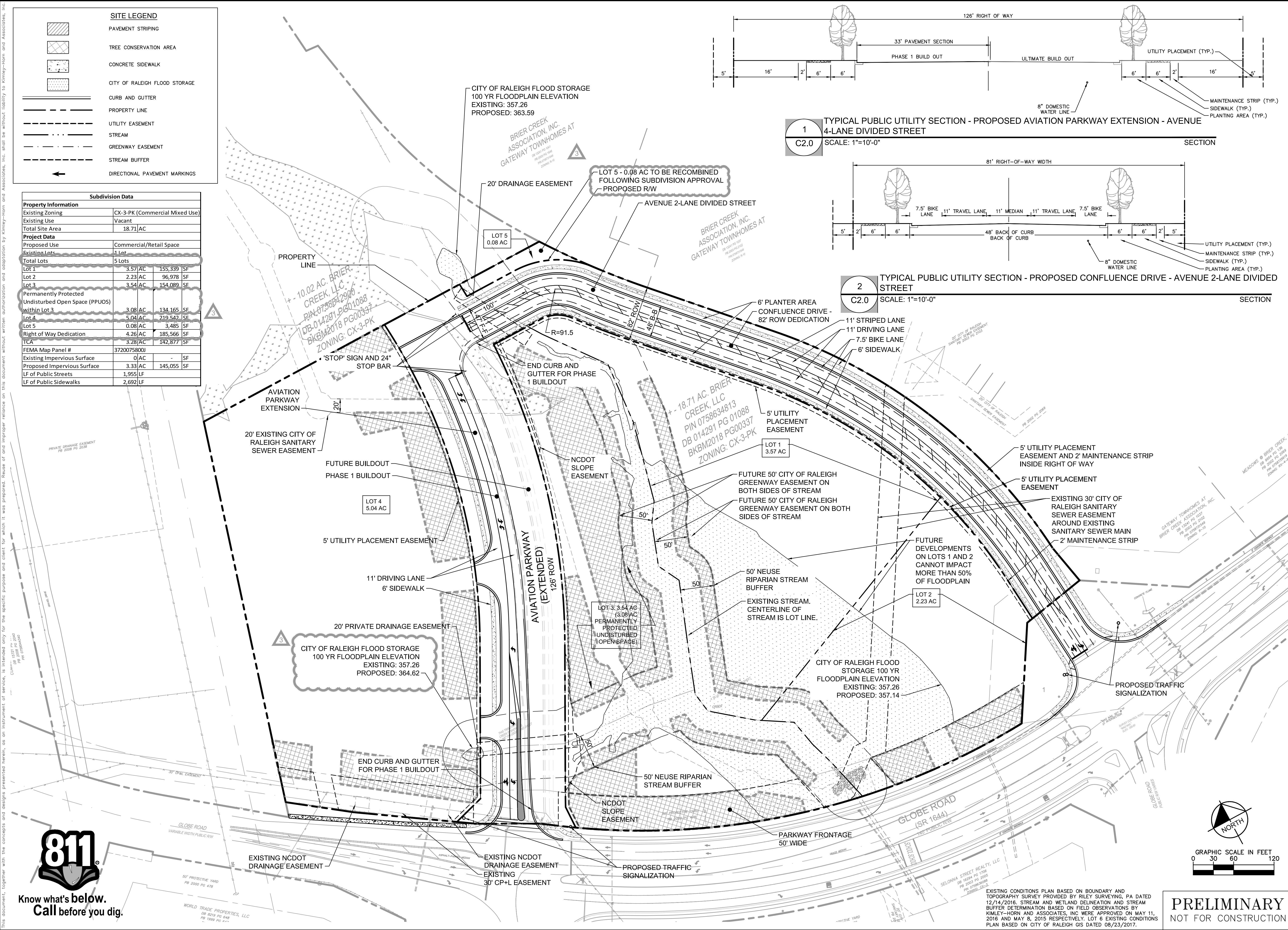
Subdivision Data			
Property Information			
Existing Zoning	CX-3-PK (Commercial Mixed Use)		
Existing Use	Vacant		
Total Site Area	18.71	AC	
Project Data			
Proposed Use	Commercial/Retail Space		
Existing Lots	1 Lot		
Total Lots	5 Lots		
Lot 1	3.57	AC	155,339 SF
Lot 2	2.23	AC	96,978 SF
Lot 3	3.54	AC	154,089 SF
Permanently Protected			
Undisturbed Open Space (PPUOS) within Lot 3	3.08	AC	134,165 SF
Lot 4	5.04	AC	219,542 SF
Lot 5	0.08	AC	3,485 SF
Right of Way Dedication	4.26	AC	185,566 SF
TCA	3.28	AC	142,877 SF
FEMA Map Panel #	3720075800J		
Existing Impervious Surface	0	AC	- SF
Proposed Impervious Surface	3.33	AC	145,055 SF
LF of Public Streets	1,955	LF	
LF of Public Sidewalks	2,692	LF	



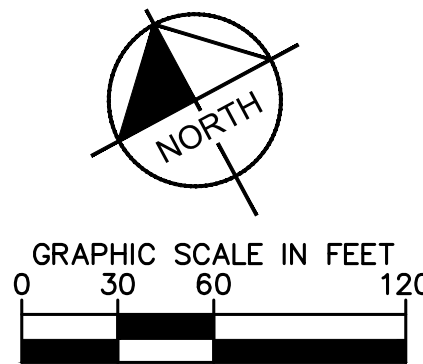
1	TYPICAL PUBLIC UTILITY SECTION - PROPOSED AVIATION PARKWAY EXTENSION - AVENUE	
C2.0	4-LANE DIVIDED STREET	SECTION
	SCALE: 1"=10'-0"	



2	TYPICAL PUBLIC UTILITY SECTION - PROPOSED CONFLUENCE DRIVE - AVENUE 2-LANE DIVIDED	
C20	SCALE: 1"=10'-0"	SECTION



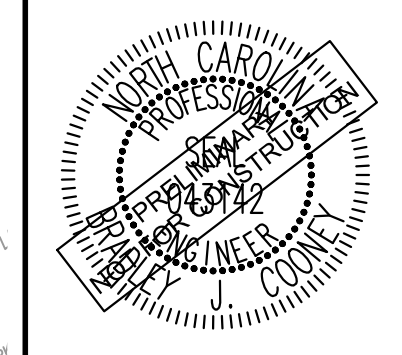
Know what's **below**.
Call before you dig.

PRELIMINARY
NOT FOR CONSTRUCTION

No.	REVISIONS	DATE	BY
3	REVISED PER CITY COMMENTS	08/22/18	AHK
2	REVISED PER CITY COMMENTS	07/20/18	AHK
1	REVISED PER CITY COMMENTS	05/18/18	AHK

Kimley»»Horn

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PHONE: 919-835-1494
WWW.KIMLEY-HORN.COM



KHA PROJECT 012884007
DATE 03/22/2018
SCALE AS SHOWN
DESIGNED BY AHK
DRAWN BY AHK
CHECKED BY BJC

SUBDIVISION PLAN

C2.0	<p>PREPARED FOR</p> <p>THE CROWN COMPANIES, LLC</p> <p>BRIER CREEK - AVIATION PARKWAY SOUTH</p> <p>RALEIGH NORTH CAROLINA</p>
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